

The Citizen

A family newspaper for all that is right true and interesting.

Published every Thursday at Berea, Ky.

BEREA PUBLISHING CO.

(Incorporated)
J. P. Faulkner, Editor and Manager.

Subscription Rates

PAYABLE IN ADVANCE.
One Year \$1.00
Six Months50
Three Months25

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Saccharine has been forbidden in food, but it may be used in kisses.

An eastern woman wants a law compelling married men to wear labels, but why rub it in?

A Chicago postoffice clerk has resigned at the age of eighty-four, after 62 years of service.

A British duchess eloped with her masseur. That is what might be termed winning a rubber.

The idea that men should walk on all fours will not appeal to the fat fellows who wear fancy vests.

The Chinese are willing to make almost any change except one—they will not tuck their shirts inside.

A glance at a baseball schedule causes one to forget, for a few minutes at least, the winter coal bills.

A scientist tells us that blackbirds carry microbes. The first robin always carries the microbe of spring.

Nothing is sacred to the barbarians of Missouri. One of their courts has decided that a barber is not an artist.

In New York the demand for horses is greater than the supply. That is calling the motor's bluff with a vengeance.

A Boston prophet announces that the coming summer will be the hottest ever. It ought to be; look at the ice it's got to melt.

A Massachusetts man named June, who was born in June, is about to marry a girl named June in June. And what so rare, etc.?

Those professors who want the college yell abolished probably figure that the average college youth's clothing makes noise enough.

An eminent medical authority declares that women don't know how to cook. Perhaps that's the reason so many of them don't try.

A suffragette umpired a game of baseball in California the other day. Thus the last sacred precinct of man's work has been invaded.

One real test of the new republic of China will come when it decides whether its Fourth of July shall be safe and sane or firecrackery.

A Kansas farmer killed two bulldogs with his bare hands, says an exchange. This probably would be a record, even if he had worn gloves.

There is a difference between a book borrower and one who borrows a toothbrush. The latter occasionally assumes you have further use for the article.

A woman in St. Louis claims that her husband allowed her only 25 cents a week. After visiting five moving picture shows, the poor woman was penniless.

A Texas woman who sent \$1.50 to the government conscience fund expressed the hope that she would go to heaven. Evidently she desires a reserved seat.

Living on \$102.50 a month is easy, according to Johnny Rockefeller, Jr. Getting \$102.50 a month is comparatively easy if one's father owns a flock of oil wells.

Those highbrows who have bottled chunks of Chicago atmosphere probably intend to use it for lampblack.

Thomas Edison says there will be no poverty 100 years from now. This may be optimistic, but we can't see it.

A Texas judge adjourned court long enough to whip the man who had called him a liar, and then fined himself \$10 for contempt of court. Did he remit the fine?

The attorney general of California announces that a woman who marries an alien loses her right to vote. It behooves girls to be careful, especially during leap year.

745-"OUT OF THE JAWS OF DEATH"-745

New York, April 19.—Lifted from the gates of death, the 745 survivors of the Titanic were landed by the Carpathia, which rescued them two hours and a half after the great White Star steamer hurled itself against an iceberg last Sunday night.

Disfigured by calamity and misery and oppressed by awful sorrow, the women and children and the few men who escaped from the world's greatest sea disaster are in better physical condition than the most optimistic had hoped for.

Out of the great company that waited for hours in bitter cold among the grinding bergs, many of them thinly clad, many bruised and hurt by the collision which destroyed their ship, few needed the ministrations of physicians when they put their feet on land in sight of the vast crowd that had been waiting in almost unbearable uncertainty.

Survivors Well in Body.
Many, it is true, were weak and nervous and hysterical from an experience that had left the world void and empty for them. But—and thousands thanked God for it as they watched—the majority of the sad and bereaved company were well in body.

Only one of the Titanic's survivors died while the Carpathia was driving through fogs and storms to this port. Four of the Titanic's people had perished trying to get aboard the Carpathia and another Titanic passenger lost his life by the overturning of a boat. One woman, a second cabin passenger who was landed, was suffering from a broken arm.

Thirty-Nine Women Widowed.
The Carpathia reported that there were 710 saved out of a passenger list which the White Star line figured at 2,180, making a loss of 1,470 lives. The Titanic's passengers say there were 745 rescued out of a passenger list of 2,340.

The list of names furnished on the Carpathia on its arrival show 188 first class cabin passengers saved, 115 in the second cabin, 178 third class, and 206 of the crew, a total of 687 saved. A woman passenger on the Carpathia heard from the ship's doctor that 495 of the passengers and 210 of the crew had been saved and that 29 women lost their husbands. Six of these were brides.

The world's annals has provided few more intense and dramatic moments than when all that was left of the great company that sailed so gayly on the Titanic appeared on the Cunard pier.

Tragedy in Their Faces.
The tragedy of the Titanic was written on the faces of nearly all of her survivors. Some, it is true, who were saved with their families, could not repress the joy and thankfulness that filled their hearts, but they were few compared to the number of the rescued. These others bore the impress of their time of darkness when their people passed in an accident that seemed like an insane vision of the night. Their faces were swollen with weeping. They had drunk as deeply of sorrow as is ever given to human kind.

But many, whose spirits were fainting from despair, walked firmly enough down the gang plank. Some walked unseeing in a kind of dreadful somnambulism of despair.

Officers Shoot Men Down.
It was with difficulty that the tongues of many were loosened to speak of the scenes of agony and fear that fell over the Titanic's peaceful company when it became swiftly known that the ship must go down.

Some told haltingly, with dread still frozen in their eyes, of men who strove and struggled against women for the lifeboats and of officers shooting them down. One woman saw an officer shoot two men, she said, and other passengers recalled how officers had stood with drawn pistols while the women and children were being guided into the boats.

No one seemed to know the exact fate of the Titanic's captain, E. J. Smith. There was a story that he had committed suicide, but the Titanic's passengers did not know that was true. Many of them had heard shots fired. They believed some of the firing was done to warn back steaming passengers.

Praise for Titanic's Crew.
For the Titanic's officers and crew the rescued seemed to have nothing but praise. These men acted calmly and coolly in the face of certain foundering, was the report brought here by the rescued.

The unhappy company so marvelously torn from the grip of the sea was received solemnly and with remarkable quiet by the enormous crowd which gathered near the Cunard piers and by the few hundreds that penetrated by right of relation or friendship or merciful business to the interior of the pier.

There was no cheering, no upraising of voices in salute of the living, for the thought of the dead was in the minds of all onlookers. The depression of death was on the waiting men and women.

Quiet in Glad Greeting.
Those who found their gladdest hopes realized and looked through the press to make out the well known face of husbands and fathers and sisters and wives, could not conceal their tremendous elation through thankfulness that all suspense and disheartening conjecture was over. But they greeted their rescued ones quietly, for the most part, with a thought ever present for the overbur-

Survivors of Wreck of Titanic Are Landed in New York.

TELL TALE OF AWFUL TRAGEDY

Passengers and Crew Display Marked Heroism in Hour of Great Trial.

MONSTER SHIP TORN ASUNDER

Strains of "Nearer, My God, to Thee" Are Last Sounds Heard by Passengers Awaiting Doom—Ripped by Iceberg, Ice Flood Explodes Liner's Boilers and Tears Ship in Two—Harrowing Scenes as Wives Are Torn From Husbands and Forced Into Lifeboats—Only One Person Taken From Wreck Dies on Way to New York.

dened hearts of the many who had been bereaved.
So clearly were the police arrangements at the pier carried out that there was no surging of crowds, no bustling and bailing of the Titanic's survivors.

The pier was crowded with representatives of relief organizations with ambulances, surgeons from the hospitals, with sisters of charity, nurses, doctors—all those who could be of help in alleviating distress or suffering.

Presently the Cunarder was laid alongside and the gangplanks lowered, and then there came in an incessant stream the hundreds who had come alive from the most awful disaster in marine history.

Tell Tale of Horror.
From a score of passengers came the story of their awful experience.

The great liner was plunging through a comparatively placid sea on the surface of which there was much mushy ice and here and there a number of comparatively harmless looking floes. The night was clear and stars visible. Chief Officer Murdoch was in charge of the bridge.

The first intimation of the presence of the iceberg that he received was from the lookout in the crow's nest. They were so close upon the berg at this moment that it was practically impossible to avoid a collision with it.

The first officer did what other unstartled and alert commanders would have done under similar circumstances—that is, he made an effort by going full speed ahead on his starboard propeller and reversing his port propeller, simultaneously throwing his helm over, to make a rapid turn and clear the berg.

Rips Bottom Open.
These maneuvers were not successful. He succeeded in preventing his bow from crashing into the ice cliff, but nearly the entire length of the great ship on the starboard side was ripped.

The speed of the Titanic, estimated to be at least 21 knots, was so terrific that the knife-like edge of the iceberg's spur protruding under the sea cut through her like a can opener.

The shock was almost imperceptible. The first officer did not apparently realize that the great ship had received its death wound and none of the passengers it is believed had the slightest suspicion that anything more than a usual minor accident had happened. Hundreds who had gone to their berths and were asleep were not awakened by the vibration.

Return to Card Game.
To illustrate the placidity with which practically all the men regarded the accident it is related that four were in the smoking room playing bridge, calmly got up from the table, and after walking on deck and looking over the rail, returned to their game. One of them had left his cigar on the card table, and while the three others were gazing out on the sea he remarked that he couldn't afford to lose his smoke, returned for his cigar, and came out again.

The four remained only a few moments on deck. They resumed their game under the impression that the ship had stopped for reasons best known to the commander and not involving any danger to her. The tendency of the whole ship's company except the men in the engine department, who were made aware of the danger by the rushing water, was to make light of it and in some instances even to ridicule the thought of danger to so substantial a fabric.

Slow to Realize Peril.
Within a few minutes stewards and other members of the crew were sent round to arouse the people. Some utterly refused to get up. The stewards had almost to force the doors of the staterooms to make the somnolent appreciate their peril.
Mr. and Mrs. Astor were in their room and saw the ice vision flash by. They had not appreciably felt the

gentle shock and supposed then nothing out of the ordinary had happened. They were both dressed and came on deck leisurely.

It was not until the ship began to take a heavy list to starboard that a tremor of fear pervaded it.

Launch Boats Safely.

The crew had been called to clear away the lifeboats of which there were 20, of which four were collapsible. The boats that were lowered on the port side of the ship touched the water without capsizing. Some of the others lowered to starboard, including one collapsible, were capsized. All hands on the collapsible boats that practically went to pieces were rescued by the other boats.

Sixteen boats in all got away safely. It was even then the general impression that the ship was all right and there is no doubt that that was the belief of even some of the officers.

At the lowering of the boats the officers superintending it were armed with revolvers, but there was no necessity for using them as there was nothing in the nature of a panic and no man made an effort to get into a boat while the women and children were being put aboard.

As the ship began to settle to starboard, heeling at an angle of nearly 45 degrees, those who had believed it was all right to stick by the ship began to have doubt and a few jumped into the sea. These were followed immediately by others and in a few minutes there were scores swimming around. Nearly all of them wore life preservers.

One man who had a Pomeranian dog leaped overboard with it and striking a piece of wreckage was badly stunned. He recovered after a few minutes and swam toward one of the lifeboats and was taken aboard. Most of the men who were aboard the Carpathia, barring the members of the crew who had manned the boats, had jumped into the sea as the Titanic was settling.

Ship Breaks in Two.

Under instructions from officers and men in charge of lifeboats were rowed a considerable distance from the ship herself in order to get away from the possible suction that would follow the foundering. The marvelous thing about the disappearance was so little suction as to be hardly appreciable from the point where the boats were floating.

There was ample time to launch all boats before the Titanic went down, as it was two hours and twenty minutes afloat.

So confident were all hands that she had not sustained a mortal wound that it was not until 12:15 a. m., or 35 minutes after the berg was encountered, that the boats were lowered. Hundreds of the crew and a large majority of the officers, including Capt. Smith, stuck to the ship to the last.

It was evident after there were several explosions, which doubtless were the boilers blowing up, that she had but a few minutes more to live.

The ship broke in half amidships and almost simultaneously the after half and the forward half sank, the forward half vanishing bow first and the other half stern first.

John Jacob Astor stood on deck and fought off man after man until his wife was in a lifeboat. Then he remained on the deck to the last.
Many of the survivors assert positively that not a woman was to be seen on any of the decks at the time the officers of the Titanic gave the word for the men to enter the lifeboats. It is therefore believed many of those who lost their lives must have been killed in their cabins, as the survivors also say that every one had ample time to dress.

BODIES AT BOTTOM OF SEA

Prof. R. W. Wood Says There Was No Stopping on Downward Course.

Baltimore, Md., April 19.—"The bodies of the victims of the Titanic are at the bottom of the deep never to leave it," declared Prof. Robert W. Wood of the chair of experimental physics of Johns Hopkins university.
"It is unlikely that any of the corpses will ever return to the surface, as is the case with bodies drowned in shallow water."

"At the depth of two miles the pressure of the water is something like 6,000 pounds to the square inch, which is far too great to be overcome by buoyancy ordinarily given drowned bodies by the gases generated in time."

"That the bodies sank to the bottom of the sea there is no question," he continued. "The Titanic's victims who were not carried down with the boat followed until the very bottom of the sea was reached. There was no such thing as their stopping in their downward course a half mile or a mile or at any other point."

Senate Opens Titanic Quiz.
Washington, April 19.—Bearing subpoenas for certain persons aboard the Carpathia, whose names were not disclosed, Senator Smith of Michigan, Newlands of Nevada and Bourne, members of the senate subcommittee which will take the first steps in the congressional investigation of the Titanic disaster, are in New York today and will subpoena every one on the Carpathia who might throw any light upon the causes of the catastrophe.

TWO CAMPS BATTLE

ILLINOIS DEMOCRATS CANNOT AGREE AND ELECT TWO SETS OF DELEGATES.

BALTIMORE MEET TO DECIDE

Sullivanites and Harrisonites War to Control Delegation to National Convention at Peoria—"Regulars" Hit at Chicago's Mayor.

Peoria, Ill., April 22.—National Committeeman Roger C. Sullivan and Mayor Carter H. Harrison of Chicago, refusing each suggested basis of compromise last Friday, continued their bitter fight for control of the Illinois Democratic state conventions and naming two sets of delegates from Cook county and the state at large to the Democratic national convention.

There was selected only one set of down state delegates, however, and the credentials committee at Baltimore will be asked to rule on the Cook county and state at large delegations only.

The Sullivan convention named a complete list of delegates, but the Harrison convention did not have a sufficient attendance of down state delegates to warrant such action.

Sullivan leaders declared Mayor Harrison had read himself out of the Democratic court by his refusal to enter the Coliseum or Sullivan convention and that as a result the Chicago executive would have no standing at Baltimore.

The Harrison men, however, expressed confidence they would be given a hearing on the Cook county and state at large situation by the Democratic national convention and that they expected Sullivan's apparent strength would be considerably diminished at that time.

Summarized results show 36 of the regular number of delegates to the national convention have been selected from 15 down state districts. Forty, or twice the regular number of delegates, have been named from ten Cook county districts and 24, or three times the usual allotment of delegates at large, are scheduled to go to Baltimore.

This last was due to the fact the Sullivan convention named 16 delegates at large with a vote of one-half each, while the Harrison men named only eight delegates at large, each with a full vote in the national convention.

The two conventions dragged through the day and into the night, while various conference committees from the Harrison and Sullivan sides discussed possible compromises.

Finally word was passed there was no chance of an agreement, and then the two conventions closed their work in rapid fire order.

The platform adopted by J. Hamilton Lewis and others of Chicago was adopted in both conventions. The platform pledged the delegates to support Speaker Champ Clark and the other candidates nominated in the recent state primaries.

The "regular" delegation met at the Hotel Jefferson and elected Charles Boeschenstein of Edwardsville as Democratic national committeeman of Illinois, to succeed Roger C. Sullivan, who voluntarily relinquished the honor.

NAME 8 FOR THE COLONEL

Illinois Republican State Convention

Instructions National Convention

Delegates for Roosevelt.

Springfield, Ill., April 22.—Deliberately repudiating the initiative and referendum, heretofore a favored portion of the platform, the Republican state convention gathered here to name eight delegates to the national convention threw surprise and consternation into those members of the party who had worked earnestly for the plank and confidently believed that it would be accepted.

The convention met and elected delegates at large to the Chicago convention, who will go instructed for Theodore Roosevelt.

The delegates at large who go to the Republican convention in Chicago are: Gov. Charles S. Deneen, Chicago; Roy O. West, Chicago; B. A. Eckhart, Chicago; Col. Chauncey Dewey, Chicago; L. Y. Sherman, Springfield; R. D. Clark, Peoria; L. L. Emmerson, Mount Vernon; Walter A. Rosenfeld, Rock Island.

The alternates at large are: W. L. Sackett, Morris; Henry H. Dunlop, Champaign; C. H. Williamson, Quincy; John R. Robertson, Jacksonville; Anton Vanek, Chicago; Walter S. Schrojda, Chicago; G. K. Schmidt, Chicago; Col. J. R. Marshall, Chicago.

Tibetans to Ask Independence.
Peking, China, April 22.—Lin Yu, Chinese representative at Lassa, telegraphed last Friday to President Yuan Shi Kai that the Tibetans intend to ask Britain to assist them in securing their independence.

Fire in Auto Shop Hurts Three.
Duluth, Minn., April 22.—Fire starting in the basement workshop of the Cadillac Automobile company here last Friday has caused a loss of between \$30,000 and \$40,000 and injured three people.

Would Investigate Lead Trust.
Washington, April 22.—A congressional investigation of a so-called pig lead and zinc trust is proposed by a resolution introduced by Representative Patrick of Ohio in the house last Friday.

BOATS CRASH IN FOG

TEN MEN LOSE THEIR LIVES IN HEAD-ON COLLISION OFF GALVESTON BAR.

Freight Steamer El Sud and Passenger Boat Denver Furnish Another Tragedy of the Sea.

Galveston, Tex.—The freight steamer El Sud, of the Southern Pacific line, and the passenger boat Denver, of the Mallory line, crashed together in a dense fog off Galveston bar. Ten lives were lost, those of deckhands who were knocked overboard. One deckhand of the El Sud was badly hurt.

The crash occurred 15 miles from the Bolivar light. For a time it was feared that El Sud would sink. Down at the bow El Sud raced for shore and was beached on Galveston bar. She was saved from sinking by her forward bulkhead having withstood the inrush of the sea as the bow plates were ripped off.

There were 100 passengers on the Denver and a crew of 70. There was a wild rush for life preservers and the life boats of the Denver after the crash, but Capt. Charles F. Staples and First Officer Lamb succeeded in quieting the excited men. The dense fog alone is responsible for the crash.

EXPLOSION IN COAL SHAFT

Shakes Madisonville—Five Men Believed To Be Dead, 200 Feet Underground.

Madisonville, Ky.—A terrific explosion in the Coal coal mine, located at the outskirts of Madisonville, snuffed out the lives of Foreman Joseph Halliwell and four negroes.

The force of the explosion shook the city, and persons living near the mines immediately noticed smoke arising from the shaft.

The men were supposed to be at the bottom of the shaft, 200 feet below the surface of the ground.

The explosion is attributed to gases. One of the cages was blown out by the force of the explosion.

W. D. Coll, owner of the Sunset mine, near here, is proprietor of the mine, which was opened only about six months ago.

Butt's Last Conference.

New York.—Monsignor Giovanni Bonzano, the newly appointed Apostolic delegate to America, who has arrived in New York, was known to have been the last man to be in official consultation with Major Archibald Butt, the president's aid. The man who died like a hero on the Titanic was bearing an important message from Pope Pius X to President Taft.

Fearful Robbers Killed Brother.

Sadleville, Ky.—At Long Lick, six miles west of here, Jerry Southworth shot and instantly killed his brother Isaac, 18 years old. He heard some one trying to get in the house and shot from a window. When he opened the door at daylight he found his brother dead, with the top of his head shot off.

CINCINNATI MARKETS

Wheat—No. 2 red \$1.12@1.14, No. 3 red \$1.07@1.10, No. 4 red \$1.06@1.09.

Corn—No. 2 white \$0.85@0.86, No. 3 white \$0.82@0.83, No. 4 white \$0.81@0.82, No. 2 yellow \$0.84@0.85, No. 3 yellow \$0.81@0.82, No. 4 yellow \$0.80@0.81, mixed \$0.83@0.84, No. 3 mixed \$0.84@0.85, No. 4 mixed \$0.83@0.84, mixed ear \$0.85@0.86, yellow ear \$0.84@0.85, white ear \$0.82@0.83.
Oats—No. 2 white \$0.60@0.61, standard white \$0.60@0.61, No. 3 white \$0.59@0.60, No. 3 mixed \$0.59@0.60, No. 4 mixed \$0.58@0.59.

Hay—No. 1 timothy \$20.50@31, No. 2 timothy \$20.25@29.50, No. 3 timothy \$20.00@29.25, No. 1 clover mixed \$27.25@28.50, No. 2 clover mixed \$27.75@28.50, No. 1 clover \$27.25@28.50, No. 2 clover \$25.50@26.

Cattle—Active at steady and strong prices. Shippers \$5.75@7.25, choice to extra \$7.35@7.60, butcher steers, extra \$6.75@7.15, good to choice \$5.60@6.50, common to fair \$4.50@5.50, heifers, extra \$6.75@7, good to choice \$5.75@6.65, common to fair \$3.50@5.50, cows, extra \$5.60@5.85, good to choice \$4.75@5.50, common to fair \$2.25@4.50, canners \$2@3.
Bulls—Strong. Holstein \$4.75@5, extra \$5.75, fat bulls \$5.50@6.
Calves—Opened strong, 25c higher; closing slow and advance mostly lost. Extra \$8.25, fair to good \$6.50@8, common and large \$4@7.50.

Hogs—Opened steady; closing weak to be lower. Heavy hogs \$8.25@8.30, good to choice packers and butchers \$8.20@8.30, mixed packers \$8.10@8.25, stags \$4@4.10, common to choice heavy fat sows \$5.25@7.40, extra \$7.50, light shippers \$5.50@7.60, pigs (110 lbs and less) \$5@6.40.

Sheep—Steady. Extra \$5.25, good to choice \$4.75@5.5, common to fair \$2.50@4.50.

Lambs—Steady. Extra \$7.15@7.20, good to choice \$6.55@7.10, common to fair \$5.50@6.50, yearlings \$5.50@6.25, spring lambs \$8@13.

Former Chinese Diplomat Dies.

Hartford, Ct.—Dr. Yung Wing, 84 years old, who some years ago occupied a prominent position in Chinese diplomatic circles, died at his home here. He came to this country in 1847, graduating from Yale in 1854. In 1895 he went to Peking and became a friend of Li Hung Chang. In 1899 he figured in the reform movement in China, and the empress dowager placed the sum of \$100,000 upon his head. In 1902 he came back to America. He married Mary Louise Kellogg of Hartford, who died in 1886.